

ranks; and the result is, other circumstances concurring, that something very like a panic has occurred, even earlier than might have been anticipated.

If the effects of what has been said and done were confined to schemes without foundation—the lawyers' bubbles of the day—all must have rejoiced at the result. Unfortunately, however, it has extended, in a degree, to railroad property of every description; and although it will, doubtless, recover speedily, it is possible that energy and enterprise will be checked, and many really good undertakings injured.

To our readers who possess shares, and doubt what course they should take, we would say, examine well the character of the lines, if you have not done so before; and if they have two good termini, respectable directors and solicitors, an efficient engineer, and a reasonable prospect of obtaining an Act, hold on. And if the shares be in lines for which Acts have been obtained, hold tighter still.

The real value of railways is not altered by any existing circumstances. The fact that the lines now at work are making large returns for the money invested, and will pay more as the system becomes perfected (and which fact led in the first instance very naturally, to the demand for shares in new lines that ultimately caused the late mania), must still have its effect. Railways, as we have often said, must take the place of common roads, and the capital wisely expended in their construction will produce a good return, increase the national resources, and tend to the general good.

RATING OF RAILWAYS.

SALFORD QUARTER SESSIONS, *Thursday*, 22nd. GRAND JUNCTION RAILWAY COMPANY, Appellants. OVERSEERS OF SALFORD, Respondents.

THIS was an appeal by the United Grand Junction Railway Company, against an assessment made by the overseers of the poor of the township of Salford, in respect of 2 miles and 364 yards of the Liverpool and Manchester Railway lying within that township. From the statement of Mr. Brandt, who appeared for the appellants, it appeared that they had been rated at 2,400*l.* per mile for the railway, and 951*l.* 3*s.* for the stations and warehouses, and it was the rate per mile which was in dispute. The net produce of the whole line, between Manchester and Liverpool, was admitted by both sides to be 150,391*l.* From this the appellants claimed certain deductions for tenants' profit (20 per cent. on the net produce), interest, depreciation, rent of stations rated separately in other townships, and profits of trade, as engine, carriage, and wagon-makers. The total deductions so claimed amounted to 86,603*l.*, which sum, deducted from the net produce, gave 63,788*l.* as the net rateable value of the whole line; or, dividing by 32, the number of miles in the line, an average of 1993*l.* per mile from end to end. But the appellants contended that this was not the proper rateable value for that portion of the line within the township of Salford, as it contributed to the earnings in a less proportion than other parts of the line; and that, taking into account the amount actually earned in Salford, the rateable value of that portion of the line was only 1518*l.* A still further deduction was claimed from the gross amount at which the appellants had been rated, on the ground that 173 yards of railway had been included, which was merely used for conveying goods to and from the old station in Liverpool-road. Mr. Charles Parker, an officer in the service of the Grand Junction Company; Mr. Edw. Woods, engineer; Mr. John Hawkshaw, engineer; and Mr. Thos. Makin Fisher, valuer, were called in support of the appellant's case.

Mr. Hulton addressed the Court on the part of the respondents. He contended that the 20 per cent. deduction claimed for tenants' profit, had been wrongly calculated upon the net produce, instead of being calculated upon the capital which the tenants had to lay out; and that some of the other deductions claimed, especially one of 35,462*l.* for rent of stations, had been grossly overrated.

The magistrates retired for three quarters of an hour, to consider the case. On their return into court, the chairman said the result of their deliberation was, that the 2,400*l.* which

had been mentioned as the rateable value of the line per mile, must be reduced to 2,200*l.*, and the calculation made upon 2 miles and 191 yards.—*Manchester Guardian*.

WORKS IN THE PROVINCES.

A PROSPECT exists of Liverpool becoming ere long a cathedral (?) town. Mr. Pugin has already submitted plans to the Roman Catholic authorities, who, it is said, have approved of them. The building is to be 460 feet in length, and to have two lofty towers, and a steeple of great height. It will stand on two-and-a-half acres of land, and the cost will exceed 130,000*l.* The purchase of Heaton Park and mansion has been completed by one of the four rival railway companies projected between Manchester and Bury, a distance of eight or nine miles. The Earl of Wilton is to receive the sum of 500,000*l.* for this property. The park, which is about three miles north of Manchester, is to be laid out in sites for villas.

The new corn exchange, at Romford, is fast approaching completion. The new building is about 60 feet by 34 feet; the side walls are 22 feet in height; the roof is nearly all covered in with glass. The stands are arranged as follows:—each desk is placed, on a temporary platform, raised about 9 inches from the floor, and is inclosed (except in front) by a paneled partition, extending a few feet in front of the desk, so that each stand is secluded from the observation of others. A subscription-room and other apartments are attached to the exchange, the floor of which, being boarded, renders it suitable for every public appropriation. There will also be show-rooms opening from the northern end of the exchange, for the public exhibition of agricultural implements, and a sale repository for the disposal of property generally.—Last week two persons were killed and several more or less injured, by the falling in of the floor of a Methodist chapel at East Waldran, at the very time that a meeting was being held for the purpose of considering the plans of erecting a new chapel, the present building being in a dilapidated state.—The foundation-stone of a new church was laid in Preston-street, Whitehaven, on Thursday evening.

It has been found that the cost of the necessary works in restoring and enlarging Swindon church, has considerably exceeded the estimate.—We lately gave currency to a report that a railway company had made proposals to the faculty of the University of Glasgow to purchase the buildings and grounds of the college, and convert them into a great railway station. We have since learned the following particulars:—The Glasgow, Airdrie, and Monklands Junction Railway Company, in order to become possessed of the property belonging to the college, have offered to erect and complete suitable buildings, at an expense variously estimated at 70,000*l.* to 100,000*l.* The company has, for this purpose, purchased Woodlands, consisting of 22 acres of land, situated on the crown of the height on which Woodside and Claremont-terraces are built, and extending thence down to the banks of the Kelvin. This property has cost nearly 29,000*l.*, and is subject to a duty of 190*l.* per annum. An architect has been instructed to prepare a plan for the proposed college, to be submitted to the university authorities for their approbation. The *Scottish Guardian* in noticing the proposal says, "Doubtless an offer so advantageous in every point of view will be accepted. The university is at present situated in one of the worst districts of the city, and the one to which it is proposed to be removed is certainly most choice both for situation and salubrity.—At the quarter sessions for the North Riding of Yorkshire, held last week at Northallerton, a report was read from the committee appointed for building the New Lunatic Asylum for the North and East-Ridings. After stating that the purchase of the land of Earl de Grey, for the purpose of the asylum, was completed on the 8th of August, and that the conveyance had been executed by the Archbishop of York, who had enfranchised one acre of leasehold land, it proceeded to allude to the progress of the works, which had been so slow as to cause the committee to have the contractors summoned before them, and to adopt stringent measures to compel them to execute the works,

in compliance with the tenor of their several contracts. The report concluded by stating that there had been received from the North-Riding the sum of 7,71*l.* 15*s.*, and from the East-Riding the sum of 5,281*l.* 5*s.*, and that there had been expended the sum of 8,017*l.* 13*s.* 1*d.*—A monument has just been erected in the church of Gouthurst, Somersetshire, near the family vault of Halswell, to the memory of the late Lieut. M. Kemys Tynte, of the 4th Dragoon Guards (unfortunately killed by a fall from his horse in March last), as a testimony of their regard, by Colonel Chatterton, R.H., and the officers of that regiment.

METROPOLITAN BATHS AND WASH-HOUSES.

TENDERS have been received for the erection of the new baths and washhouses, proposed to be built in Goulston-square, Whitechapel, from Mr. P. P. Baily's designs, already mentioned on several occasions in our pages.

The following are the amounts:—

Grimdale	£22,274
Wilson and Son	22,000
Locke and Nesham	21,280
W. Cubitt and Co.	21,157
H. and J. Lee	21,148
Curtis	20,844
T. and W. Piper	20,350

Miscellaneous.

ARCHAEOLOGICAL ASSOCIATION AT IPSWICH.—A branch society has been established at Ipswich under the title of the East Anglian Branch of the Archaeological Association. The object of this local society is, to collect information, and to forward it periodically, to the parent association in London; and there is no doubt that it will be well supported. The remaining business of the meeting was to appoint an honorary secretary, and Mr. Pawsey was elected to perform the duties *pro tem*. The periods for the meetings of the society were then fixed, after which the parties separated under the conviction that, when the existence of the society is known to the public, and the rules are matured, there will be a large accession of valuable members. We wish the society all the prosperity its promoters can desire; for such an association is calculated to do much good, by using its exertions to protect antiquities from the hand of spoliation, and by fostering a taste for archaeological research in East Suffolk, where many monuments of antiquity impress us with the importance of former times.

CARBONIC ACID A MOVING POWER.—Expectations have from time to time been raised to the effect that carbonic acid in a liquid or solid form might be safely and economically employed as a moving power. Sir Isambard Brunel, some time since, and Mr. Fox Talbot, more recently, have turned their attention to the subject, but thus far without any useful results. Its dangerous properties have been the chief difficulties to contend with, and towards the surmounting of which much ingenuity has been directed. Dr. Murray, of Hull, after granting that metallic materials of sufficient strength may be found to control the terrific power called into existence, imagines that the constant and continuous chemical action of the carbonic acid on the metal will prove an insuperable obstacle to its adoption.

PUBLIC EXPENDITURE FOR RELIGIOUS BUILDINGS.—A parliamentary paper has just been issued containing returns of grants of public money for the building and repair of churches and chapels of all denominations from 1820 to 1829. In England, the total was for churches, 1,588,401*l.* 19*s.* 7*d.*; in Scotland, 62,564*l.* 15*s.* 6*d.*; and in Ireland, 633,745*l.* 14*s.* 2*d.*; of which 2,113*l.* 3*s.* 1*d.* was granted for building and repairing Roman Catholic chapels. The grand total applied was 2,290,712*l.* 9*s.* 3*d.*

GAS.—Hamburg has just been lighted with gas for the first time, with apparatus upon an entirely new principle, lately patented by Mr. James Malam. The works are stated to be the largest in the world.

PRICE OF GAS.—The Bath Gas Company have given notice of a reduction in the price of gas from 6*s.* to 7*s.* per thousand cubic feet, to all consumers by meter, after Christmas next.